



Synchronized Streets

What is a Synchronized Street?

Formerly called a superstreet, a Synchronized Street provides for reduced delay and simultaneous coordination of both main street travel directions at all times of day.

While main street travelers may turn left, right or travel straight through — just like at a conventional intersection — side-street travelers who want to cross or turn left at a Synchronized Street intersection must first turn right and then make a U-turn to return to their desired route.

The North Carolina Department of Transportation evaluates traffic volumes and the number of crashes and collisions at an intersection. This helps to determine if Synchronized Streets are the most effective solution for the area.

A Synchronized Street is also referred to in other states and by the Federal Highway Administration as a J-turn or as a restricted crossing U-turn (RCUT).

Benefits of Synchronized Streets

Synchronized Streets can help alleviate congestion while increasing travel capacity and reducing the number of collisions at intersections.

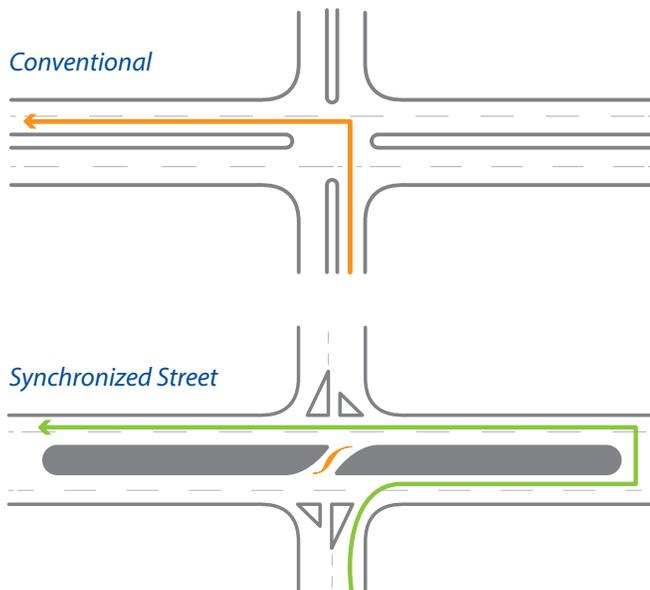
Improved traffic flow is possible by simplifying traffic signal phasing (e.g., eliminating the need for left-turn signals or cutting down on the time spent at a traffic light) and allowing both directions of traffic to move simultaneously.

Redirecting traffic to avoid high-risk movements, such as through movements, reduces the number of conflict points — places in intersections where collisions might occur.

Synchronized Streets are also cost effective because they fit within the existing right of way. Interchanges, by comparison, are more costly because they can require further land acquisition and/or bridges, underpasses or access ramps to fully separate the two roads.

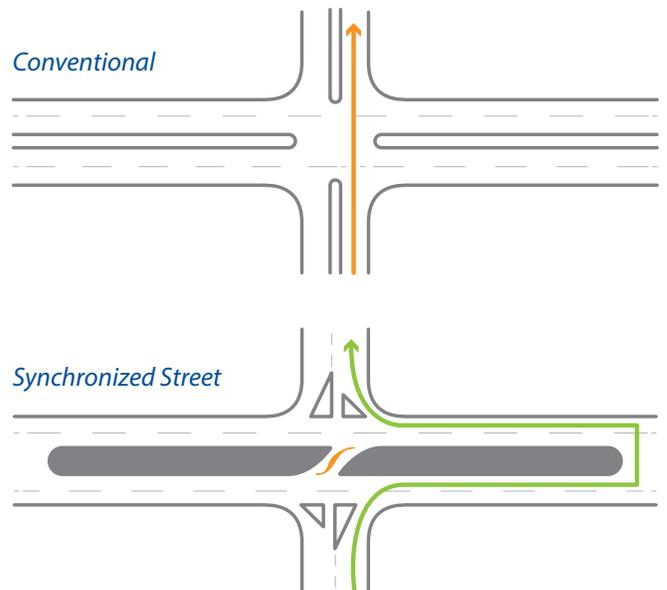
Side Street Left-Turn:

In a conventional intersection, drivers turning left from a side street create more delay and conflicts. At a Synchronized Street, they first join the main street flow, reducing wait times and conflicts.



Side Street Cross-Traffic:

In a conventional intersection, drivers crossing the main street create more delay and conflicts. At a Synchronized Street, they first join the main street flow, reducing wait times and conflicts.



At a Synchronized Street intersection, instead of going straight or turning left, side-street drivers first turn right and then make a U-turn (usually 600 to 1,000 feet from the intersection).

Safety and Conflict Points

A conventional intersection has 32 conflict points compared to a Synchronized Street, which has 14. Since there are significantly fewer conflict points in a Synchronized Street, there are fewer opportunities for collisions.

